

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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of Czechoslovak NOTAMs, Class I

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a four-page Summary of

Czechoslovak NOTAMs Class I still in force on 1 December 1961, issued by the Czech State Aviation Administration. The attachment may be considered unclassified when separated from the covering memorandum.

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Republika Československá
Státní letecká správa
letišť Praha-Ruzyně
Praha 120

Aeronautical Information Service

To: International NOTAM offices
receiving
Czechoslovak NOTAMS
class I, series A

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Summary of Czechoslovak NOTAMS Class One

The below listed Class I NOTAMS series A are still in force on Dec 1st, 1961. NOTAMS Class I not contained in this Class One Summary have been cancelled or incorporated in NOTAMS Class TWO.

Date :

25. 3. 1961 48/61 Wef April 010001 a new segment of AWY 12 will be established connecting NDB Id. OKR 481326N 171723E and Czechoslovak/Austrian border at the intersection of the axis of AWY 12 and state border 481600N 155718E in the direction to NDB/VOR Id. OEK "Deutsche Wagram" on Austrian AWY R 23. Over Czechoslovak territory is the true track of the new segment 281/101 deg, distance 25 km and width 10 km. Upper limit 5400m, lower limit 900m. Minimum IFR/VFR cruising levels 200/900m. Flights above upper limit are to be carried out in the axis of AWY 12 and according to the provisions of Notams Class Two A 07/58.
Note : upper limit of AWY 12 between NDB Id. OKR and NDB Id. NI is stated up to 5400. Page RAC -3-8 of AIP ČSSR will be amended accordingly.
31. 3. 1961 56/61 Brno LKTB : Wfe and ufn freq. 122,7 Mc/s BRNO TWR u/s.
6. 4. 1961 66/61 Praha LKPR : Wfe and ufn PAR u/s due to power cut.
6. 5. 1961 89/61 Bratislava LKIB : Wfp near to the threshold of Rnwy 32 in connection with extending of this Rnwy. Wef May 05 1300z threshold of Rnwy 32 shifted about further 150m inside of Rnwy, 300m from primary threshold. Total available Rnwy length for landing, is 1212, usable Rnwy length for take off is 1512m. The new threshold of Rnwy marked for day and night. Duration about three months.
26. 6. 1961 120/61 Obstruction light on chimney posn 501518N 142010E u/s ufn.
1. 7. 1961 126/61 Bratislava LKIB : Cable digging in the vicinity of the edges of Rnwy 05/23 to the distance of 30m from the edges and cca 600m from threshold 05. The ends of ditch 60cm deep and 60 cm wide, marked by red lights during night. Caution when landing ufn.
21. 7. 1961 140/61 LKKKYN : Pse amend AIP ČSSR as follows : GEN 1-1 column 4 read LKPRYA instead of LKPRAK and COM 2-3 NDB Jelšava c/s JE Juliett/Echo column 10 coordinated read 483500N instead of 433500N.
3. 8. 1961 154/61 Bratislava LKIB : The first three cross bars of approach LSD light system are changed by reflectors of high intensity, which are controlled with center-line simultaneously. Last three cross bars it means 4.5. and 6. without change.
4. 8. 1961 156/61 Praha LKPR : Wef Aug 04th, 1961 TELEX Station No 71 of Civil Aviation State Administration A/D Praha - Ruzyně will be changed to No 00497. Answer back code SLS Praha remains unchanged.

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4. 8. 1961 157/61 Praha LKPR : Wie a new telegraphic address of commercial service "CIVLEI PRAHA" for head office of Státní Letecká správa, Praha. Smetanovo nábřeží 4, will be used. Add to AIP CSSR page GEN 1-1.
9. 8. 1961 163/61 Praha LKPR : Wef Aug 11th 0001z and ufn Rnwy 08/26 u/s for landing and taking off. Right side Rnwy 26 wlp. Rnwy for taxiing only.
30. 8. 1961 177/61 Praha LKPR : 15 pieces of Rnwy lights type LSB on right side of center part of Rnwy 22 in distance 700 till 1300 mtrs from threshold of Rnwy 22 out of service. Rnwy lights type LSA are in normal operation.
19. 9. 1961 190/61 Praha LKPR : Wef Sept 20th 0600 GMT ufn HF/DF c/s OKL freq. 4652,5/4654,5 kc/s will operate without radio direction finding station due to maintenance.
22. 9. 1961 195/61 ACC Praha : Wie cruising flight levels when using AWY 5 are lay out as follows. Odd flight levels will be used enroute between NDB RO and ZI. Even flight levels will be used enroute between NDB ZI and RO. Note : This arrangement is an exception to stated cruising level system as refers AIP section RAC.
15. 10. 1961 217/61 Bratislava LKIB : Wef Oct 150001z the following lateral limits of CTR Bratislava are in force : Irregular polygon connecting line of points :
 Vysoká pri Moravě 481953N 165434E Cesta 482402N 172134E
 Východné Trstín 483105N 173220E Zmlanské Sady 481948N 174913E
 Sala nad Váhom 480858N 175234E Opatovský Sokolec 475403N 174822E
 5km SW of Gabčíkovo 477119N 173231E
 In SW is the CTR limited by Czechoslovak-Hungarian state border.
 Amend column 5 on page RAC -3-5 of AIP CSSR.
13. 10. 1961 219/61 Bratislava LKIB : I/D LKIB GRM u/s ufn.
20. 10. 1961 224/61 Bratislava LKIB : Ref Approach Chart KRM/GRM/NDB Rnwy 23 ref No LKIB/61 as appendix to the 2nd Amendment of AIP CSSR. Amend freq. of NDB Id. 13 to 438 kc/s repeat 438 kc/s instead of 465 kc/s.
24. 10. 1961 227/61 Wie new enroute NDB in test operation Dubové Id. DB em. A2 freq. 310 kc/s hours of operation H 24 coordinates 485130N 184804E.
24. 10. 1961 228/61 Wef Oct 260001z the new identifications of International airways over the territory of Czechoslovakia are in force as follows :
 1) Airways nos AWY 1 and AWY 4 are joined in one airway. Identification RED ELEVEN (R11). Routing : Cheb OKG, Rakovník Id. RK, Praha Id. OKL, Roudnice Id. RO, Náchod Id. OKN.
 2) Existing airways AWY 3 will be identified as AMBER FIFTEEN (A15). Routing A 15 : Praha, Id. OKL, Benešov Id. BE, Dešná Id. OKF.
 3) Existing airways AWY 5, AWY 6, AWY 9 and AWY 11 are joined in one airway with identification AMBER FOUR (A4). Routing A 4 : Žitava Id. ZI, Roudnice Id. RO, Praha Id. OKL, Benešov Id. BE, Polná Id. PO, Brno Id. TB, Nitra Id. NI, Stúrovo Id. OKI.
 4) Existing airways AWY 13 will be identified as RED TWENTY-THREE (R 23). Routing R 23 : Jablonka Id. SRK, Dubové Id. DB, Nitra Id. NI, Bratislava Id. OKR, Czechoslovak-Austrian border 481600N 165718E. Amendment of airways R 11 and A 15 in ICAO Air Navigation plan EUM DOC 7754/3 will be negotiated additionally.

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9. 11. 1961 241/61 LKPR : Wef Nov. 130600 and upn the intersection of Rnwys 13/31 and 04/22 closed due to wip. Rnwy 22 u/s and the Rnwy threshold 31 moved 850mtrs inwards. Available length of Rnwy 31 2000 mtrs from the new threshold. The above mentioned limitation is in force as follows : Monday 0500/1000 and 1130/1530, Tuesday 0745/ 1300, Wednesday 0630/1300, Thursday 0500/1000, Friday 0500/0900, Saturday 0500/1000z.
11. 11. 1961 242/61 LKIB : Wle QEQET again.
11. 11. 1961 244/61 LKIB : WIF KRM in normal operation. GRM still u/s. Notam A 219 in force.
13. 11. 1961 245/61 LKPR : Further to our Notam A 241/61. Wip extended to the intersection of R/W 22/25. If weather conditions are lower than QBA 2 km and QBB 150 mtrs R/W 31 will be cleared for landing and take off in full length and works will continue on R/W 22/26. If the 90 dgs side wind on R/W 31 is stronger than 20 kts R/W 22 will be also cleared for landing and take off in full length.
18. 11. 1961 247/61 LKIB : Wef new VHDF Id. Bratislava tower, em. A 3 freq. 118,3 Mc/s in normal operation. VHDF placed 500m in front of the end of Rnwy 23 and 230m on the left side of centerline 23. Psn 480910N 171230E. Hours of service H 24.
20. 11. 1961 250/61 LKPR : Wle NDB Id. PG in normal operation. Freq. 307 kc/s em A1 and QM freq. 75 Mc/s, modul. 400c/s (two dashes in one second) coordinates 500254N 142217E, psn in the extended axis of Rnwy 31 and 7875 mtr in front of threshold 31. Hours of operation of both facilities H 24.
20. 11. 1961 251/61 LKPR : Wle NDB Id. D(Delta) in normal operation, freq. 325 kc/s em A2 and IM freq. 75 Mc/s modul 3000 c/s (six dots in one second) coordinate 500508N 141742E, psn in the extended axis of Rnwy 31 and 1060m in front of threshold 31. Both facilities operating H 24.
20. 11. 1961 252/61 Wle KRM/GRM Id. PG for Rnwy 31 operating normally. KRM Id. PG 108,7 Mc/s psn 2300 mtr beyond threshold 31 and 140 mtr right of the axis of Rnwy 31. Coordinates 500617N 141532E. Offset KRM contains with the axis of Rnwy 31 an angle of 2 deg 21 min and crosses the Rnwy 31 in the distance of 1050mtr in front of threshold 31. Amend page COM 2-7 of AIP CSSR and QTA Notam class two - A 20/61.
20. 11. 1961 253/61 Further to our Ntm A 252/61. Hours of operation KRM/GRM H 24 rpt H 24. Amend page COM 2-7 of AIP CSSR in column 9.
20. 11. 1961 254/61 LKTP : Wle VDF c/s Brno TWR freq. 119,1 Mc/s operating normally - H 24.
22. 11. 1961 256/61 LKPR : Ref AIP CSSR page MET 3-1. WEF Dec 01 0001z VOLMET broadcast Id. Praha VOLMET, em A3 freq. 5544 kc/s and 10.066 kc/s, hours of operation H 24 time H+15 - H +35, contains the same as of VHF freq. Wef Dec 01 0001z VHF 126,6 Mc/s will be changed to 126,2 Mc/s rpt 126,2 Mc/s. Other details unchanged.

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25. 11. 1961 261/61 LKPR : Wef Nov 270001z and ufn 000EN No. 3 due to WIP.
25. 11. 1961 264/61 LKLB : Wef Nov 270001z and ufn wip on both side and in close vicinity of Rwy 05/23. Rwy threshold 05 removed 1100m, inwards. Rwy 05/23 length available 1100m for take off and 1250m for landing. Removed threshold 05 marked day and night. Caution when landing advisable.
27. 11. 1961 265/61 LKPR : WIP on intersection of Rnws 22/04, 13/31 and 26/22 temporary interrupted. Ref Notam class one A 241/61 and A 245/61. Commencing of work will be reported. Available length Rwy 22 2300mtrs and Rwy 31 by day 2300mtrg and by night 2620 mtrs.
27. 11. 1961 266/61 LKLB : Wef radio direction finding VHF Id. BRATISKAVA TWR in normal operation, on A3, freq. 118,3 Mc/s coordinates 480910N 171230E, hours of operation H 24. HOF Id. OKR, freq. 4652,5/4654,5 kc/s in operation H 24, without direction finding, only for A/G. Amend page COM 2-1 of AIP CSSR.
29. 11. 1961 267/61 LKLB : WEF NDB Id. OKR freq. 391 kc/s u/s ufn.

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